## ISLAND'S

A COMPREHENSIVE SURVEY OF THE BIG FIELD.

A Section Very Widely Exploited Which Has Responded to the Developer's Call—What the Steam and Trolley Roads Have Done to Raise Values.

Probably no section of the United States has been more widely exploited during the last decade from the standpoint of land settlement and real estate enhancement than Long Island.

The first noticeable real estate movement began shortly after a part of Queens was made a borough of the city of New York. It was based on the probability of the city and private enterprise more completely linking the borough to Manhattan by bridges and tunnels. That the judgment of those interested in forwarding the movement of property in Queens was vindicated is shown by the completion and use of Queensboro Bridge that joins Fifty-ninth street in Manhattan to the Sunnyside section of Long Island City, the opening to use of the Pennsylvania Railroad tunnels that afford direct communication between the heart of Manhattan and various parts of Queens and the Long Island counties east of the city's limits; the extension of the Interborough tunnel to Brooklyn, connecting with the Flatbush avenue etation of the Long Island Railroad, and the operation of the branch of the road between that station and Jamaica by electricity, which affords quicker access from Brooklyn to all parts of Long Island.

This real estate movement, at first localized to Queens borough, has broken the bounds of municipal limitations and now embraces all of Nassau county and the western half of Suffolk county, the latter of which is the most easterly part of Long Island, extending from Amity-

ville east to Montauk Point.

Every transit facility that reaches to Queens benefits all of Long Island's suburban territory. This area extends shore and to Northport on the north shore. There is no pronounced move-ment of real estate and there has been none in the central section of Long Island east of Hicksville, along what is known as the Main Line of the railroad, except at Farmingdale and to a degree at Ronkonkoma, where a large in-land lake is situated. The lines of least resistance are to Hempstead, Floral Park, Garden City and its environs in the Hempstead Plains section; to Huntington and Northport on the Wading River branch; to Sea Cliff, Roslyn and Oyster Bay on the Oyster Bay branch; to Manhasset, Port Washington and intermediate points on the North Shore division; and to Valley Stream, Lynbrook, Rockville Centre, Freeport, Merrick, Massapequa, Amityville and beyond on the Montauk, or South Shore,

There is a longer chain of cohesive communities in the suburban area along the south side of Long Island than in any other part of it beyond the limits of the city. Other towns have their varied attractions, but they are more remote from each other. The circumstance is accounted for principally by the fact that the south shore has long been served by the trolley line of the Long Island Traction Company, which operates a road from the end of the Kings County Elevated structure in Brooklyn through the south
side to Freeport and thence north to
cation of the Oyster Bay branch, which

county.

If the South Shore Traction Company ever operates its line from one end to the other, and its counsel is authority for the statement that it will, the south side of Long Island will have trolley service between Patchogue and the metropolis by way of the Queensboro Bridge, over which structure the company has a franchise to run cars. Legal obstacles of one kind or another have beset this corporation almost since its inception. That it intends to complete its route is indicated in the south side of the Montauk division as far as either of the Montauk division it intends to complete its route is indicated miles, thus giving it a new outlet from the by the fact that it already operates cars by the fact that it already operates cars over so much of its route as extends between Amityville and Babylon and the section of it that extends across the Queensboro Bridge. Much of the South Shore Traction route will pass through territory now served by the Long Island Traction, and, Valley Stream, Rosedale, St. Albans, Rockville Centre, Lynbrook and Freeport will be afforded double trolley service when the South Shore Traction is in operation through them: while the great South Shore section between Freeport and Patchogue will be homogeneous by a trolley

Inasmuch as real estate values on Long Island, as elsewhere, are bound up in the transit situation, it is well to show the status of that situation on Long Island. As trolley roads aided the development and populating of the suburban area of New Jersey, so will they promote the growth and development of Queens, Nassau and Suffolk counties. Long Island has had a paucity of such roads. but they are now beginning to radiate to all of its parts that are within the suburban zone

It is to be remembered that Long Island for generations was more remote from Manhattan than was New Jersey, although in distance it was no further away. Com parisons may not be odious. The ferries between New Jersey and Manhattan were numerous and situated mostly downtown, with the additional advantage of some of them running between the New Jersey shore and the uptown section. All of them gave direct connection with railroad terminals. Long Island, on the

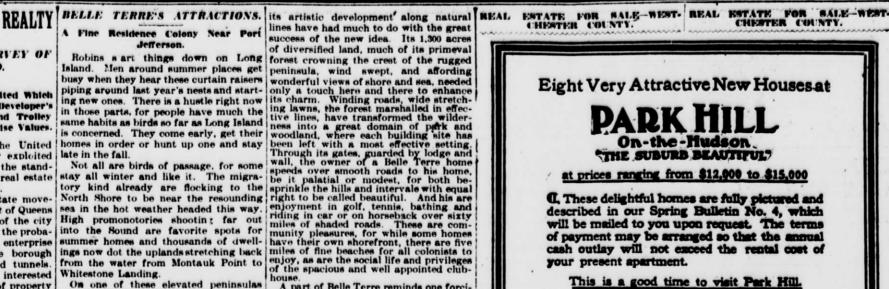
Fine Residence Colony Near Port

Island. Men around summer places get busy when they hear these curtain raisers piping around last year's nests and start-ing new ones. There is a hustle right now in those parts, for people have much the same habits as birds so far as Long Island is concerned. They come early, get their homes in order or hunt up one and stay

Not all are birds of passage, for some stay all winter and like it. The migratory kind already are flocking to the North Shore to be near the resounding sea in the hot weather headed this way. High promonotories shooting far out into the Sound are favorite spots for summer homes and thousands of dwell-ings now dot the uplands stretching back from the water from Montauk Point to Whitestone Landing.

on one of these elevated peninsulas at Port Jefferson, the boldest headland of them all, is a unique development called Belle Terre. Its plan was conceived by Dean Alvord, the developer of the model suburb, Prospect Park South. in Brooklyn. Belle Terre is a summer colony on its own private holding and home and membership if he likes in the Belle Terre Country Club, which is conducted for congenial social intercourse and the benefit of residents and members. This is a new ideas in the evolution of the mere colony plan and is affording scores of refined people of moderate means an ideal summer country home with advantages not afforded by any other plan. Every applicant must be eligible for club membership, but a desirable neighbor is ever The superb location of Belle Terre and

The superb location of Belle Terre and home.





branch is electrified.

Work has been begun on the electrification and double tracking of the North Shore division, which passes through Flushing, Bay Side, Douglaston, West-moreland, Manhasset, Great Neck and Port Washington, and the work will be completed this year. This electrification would have taken place months ago except for the fact that the Long Island Railroad Company was opposed in its plan to raise its roadbed through Flushing so as to eliminate numerous grade crossings, but this trouble has been satisfactorily settled. The branch to College Point, Whitestone and Whitestone Landing is also being electrified.

Mineols, the county seat of Nassau has already been double tracked as far east as Roslyn. This road penetrates some of the famous hill country of the north shore. The next year will in all

miles, thus giving it a new outer the commer-extreme east end.

Of marked importance to the commer-cial and industrial future of Long Island is the connecting railroad bridge about to be built between Long Island City and

is the connecting railroad bridge about to be built between Long Island City and The Bronx with a supporting pier on Randall's Island. It is being built jointly by the Pennsylvania and the New York, New Haven and Hartford Railroad companies. The right of way in both boroughs has been purchased, the plans have been finally approved and the work of construction has already begun. This road will forever refute the old cry that Long Island is isolated.

Although the south shore of Long Island for a distance of twenty-five miles has long had good trolley service, the north shore has become its rival in this respect during the last two years. A well equipped road is now in operation from Mineola to Roslyn, Port Washington and intervening places and it also connects with a trolley road to Jamaica. During the last year another road, skirting the entire north shore from Flushing to Port Washington, has been put into operation. the last year another road, skirting the entire north shore from Flushing to Port Washington, has been put into operation, passing through Bayside. Douglaston, Westmoreland, Great Neck and Manhasset on the way, thus opening up to suburban home settlement much territory previously reserved for large estates. The latter are gradually being pushed further eastward because of the increased assessed valuations that necessarily follow the operation of a trolley road through rural territory so close to the metropolis.

About a month ago a new trolley road from Flushing to Hicksville began operation. Controlled by the New York and North Shore Traction Company, this branch is twenty miles long and the cars run on a half hour headway, passing through Roslyn, Mineola and Westbury. The Long Island Railroad Company two years ago made a notable addition to trolley service on the island when it completed and put into operation a trolley road from Amityville on the south stone.

trolley service on the island when it com-pleted and put into operation a trolley road from Amityville on the south shore to Huntington on the north shore. It is the only trolley road that crosses Long

avenue station to all points in the Rockaways. Laurelton. Rosedale. Valley
Stream. Woodmere. Cedarhurst, Lawrence. Morris Park. Dunton and Woodhaven. connection being made at the
latter point with the Pennsylvania station;
also to Ozone Park. Aqueduct. Ramblersville and Hammel. The Long Beach
branch is electrified.

defining the neighborhood must vastly increase.

The number of building plans filed and the number of building plans filed and the number of buildings erected in Queens last year comprised a greater total than in any other borough, although there was a decrease of 20 per cent, as compared with the year before. A strong feature of the building movement in Queens is that there is variety to it, apartment houses, two family houses and private dwellings comprising the bulk of the total. The circumstance tends to strengthen fee values still further. So strong is the condition of the market in Queens that the most prominent title insurance company has not lost a dollar on Queens mortgages and it is anxious to do a heavier business there, admitting the bench and the demand now is for modern brick two family houses in rows, hundreds of which have been built. The movement was initiated by Henry Meyer, the builder who bought the old Snediker farm and roadhouse at the southeast corner of Jamaica avenue and Eldert lane and who improved all the land with two story and collar brick and stone two family houses. Dunton, a small community lying between Richmond Hill and Jamaica, has not witnessed any great building movement, although property there is held at substantial figures. The place is close to the line it over-brick two family houses in rows, hundred was initiated by Henry Meyer, the builder who bought the old Snediker farm and roadhouse at the southeast corner of Jamaica avenue and Eldert lane and who improved all the land with two story and collar brick and stone two family houses. Dunton, a small community lying between Richmond Hill and Jamaica, has not witnessed any great building movement, although property there is held at substantial figures. The place is close to the line it over-brick two family houses in rows, hundred was initiated by Henry Meyer, the builder who bought the demand now is for which have been built. The movement was initiated by Henry Meyer, the builder who bought the demand now is for which ha

semblance of a community is throbbing with building activity. Notable among them are Flushing. Corona, Bay Side, Jamaica, Richmond Hill, Union Course, Hollis. College Point and Whitestone. Real estate values in all these communities are steadily increasing in some more than in others. It is difficult to be invidious.

selling well on the outskirts, particularly in the great hill section north of Hillside avenue, where such extensive home colo-nies as Jamaica Estates, Hill Crest of Jamaica, Jamaica Hill and Bria, wood abound

abound
Jamaica has very distinct lines of
demarcation. North of Fulton street
is the well improved section and territory
of good home sites, while south of the
same street is the poorer section of Jamaica, where many antiquated buildings
and the cheaper types of construction
prevail. There is plenty of room for
substantial improvement with tenements
and two family houses in this section, and
there is still a wide area of vacant land.
It is penetrated by the trolley road that
runs between Jamaica and Far Rockaway
A notable improvement in Queens will A notable improvement in Queens will be the widening of the turnpike across the meadows between Far Rockaway and South Jamaica from thirty to one hundred and fifty feet, thus forming a grand boulevard and giving direct access between the two points to automobile as well as trolley traffic.

The Long Island Railroad Company

The Long Island Railroad Company is at present raising all of its tracks between Jamaica and Richmond Hill above grade so as to eliminate all grade crossings and it is building a large new station at Jamaica about one-half mile west of the present station. Lots on Fulton street near the new station are held as high as \$15,000 each in some instances. The railroad company's grounds at the new station have a frontage on Fulton street, thus affording easy access to the trolley between Jamaica and Brooklyn. A new railroad station is to be built at Richmond Hill.

The new station at Jamaica injury.

A new railroad station is to be built at Richmond Hill.

The new station at Jamaica injects complications into the real estate situation there by its remoteness from the business and financial centre of the place. The railroad company had to go westward for a site that would allow it to expand its train yard area, and the question arises. What will the effect of it all be on real estate values in the heart of the business section, from the Town Hall east to Bergeh avenue, a distance of about six

is the newest and least developed of the trio. It is a great natural park whose crude spots have received the treatment of the lendscape architect. All of the houses stand on large plots and many more houses are now in course of construction there.

Lying to the southeast is Long Beach, whose nine miles of length and one-quarter mile of width are being reclaimed from the status of a sand heap to that of a great ocean front residential community.

Bergeh avenue, a distance of about six

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time was required before anything tangi-

are extensive.
Rolling country, it is naturally adapted for home sites.
The greatest drawback to Queens

The greatest drawback to Queens borough has been its lack of a complete street system, but a topographical map is now being completed in sections. The borough's street system has been a most perplexing problem for the reason that no other borough of the city is so gridironed with railroad tracks or has so large and varied an amount of territory. Practically every other street opening means the elimination of a grade crossing. But a complete street system is certain within the near future.

C. L. C. DITMARS.

NEW HOME FOR RAILROAD HEAD

Vice-President of the Lehigh Buys House

on St. Mark's Avenue

integral part of the residential and business total of the greater city. It is probable that the business section will grow toward the new station.

Richmond Hill, that lies between the Brooklyn and Long Island City divisions of the Long Island Railroad and is traffic fed by both, has had a great growth during the last decade. Land that was then acreage has been subdivide, and improved with block on block of private detached houses. Fee values are now becoming too valuable in the central part of kichmond Hill for the building of detached houses, with the result that brick two family houses are expected to be built next. Richmond Hill is practically completely built up throughout most of its area. It was originally laid out in 1869, but no pronounced real estate and building movement took place there until the Borough of Queens, of which it is a part, was created.

A section of Queens that has undergone great transformation during the last three years is Union Course, just east of the Brooklyn line. The central part of this section covers Union Course racetrack, which was the greatest track in America until 1872, when it was abandoned. Union Course was first improved with moderate priced frame houses, many of them detached, but as the population of Brooklyn grew close to the line it overflowed and the demand now is for modern brick two family houses in rows, hundreds of which have been built. The movement New York Central Realty Co. \$9,750—EASY TERMS Beautiful New Residence

Other communities adjacent to Jamaics other communities adjacent to Jamaica that have undergone great changes in recent years are Hollis and the old village of Queens, where many one and two-family houses have been built and numerous tracts of land developed along fine lines. Notable among them are Hollis Park Gardens, Hollis Terrace and Queens Court

Court.

Comprising the extreme south section of Queens is the long stretch of sand known as Rockaway Beach, whose numerous communities are familiarly known as the Rockaways. They comprise Seaside, Edgemere, Arverne, Rockaway Park, Hammel's and the community named Rockaway Beach. All of them front on both the Atlantic Ocean and Jamaica Bay, and they all are examples of the reclamanie appeared. But Long Beach as an ocean front real estate proposition, it is safe to say, is now beyond the hazard stage. Fee values there have been greatly added to by the electrification of the Long Beach division of the railroad and by the continuous structural work that is going on and they all are examples of the reclama-tion of ocean front land for all year pur-poses. Property values in this section poses. Property values in this section have doubled many times during the last twelve years. Far Rockaway, on the mainland, is one of the lively, widewaake all year residential communities of Long Island. Because it fronts on the ocean it continuous structural work that is going on.

The north shore of Queens borough is at present adding greatly to the taxable values of the city. Throughout Flushing, Bayside, Douglaston and Westmoreland houses are being built not alone by private investors but by speculative builders, who with their keen observation, foresee the residential attractiveness of the rugged city coast line that begins at Astoria and ends at Little Neck Bay.

The North Shore division of the railroad is furnishing splendid train service even during the late hours of the night, and the trolley ramifications through the territory are extensive. Island. Because it fronts on the ocean it is recognized by many as only a busy summer watering place, but the business done there the year round and the steadily incressing number of all year commuters is dissipating the idea. Far Rockaway is connected by trolley with all the Rockaways as well as with Jamaica, Cedarhurst, Inwood, Lawrence and various fishing resorts along Jamaica Rockaway as present along Jamaica. sorts along Jamaica Bay.

The aristocratic sections of Far Rocka-way are Wave Crest, which overlooks the sea, and Bayswater overlooking Jamaica Bay. It is planned to install a sewer sys-Bay. It is planned to install a sewer sys-tem at Wave Crest, along with other minor improvements. Property on Central avenue, the leading business street of Fai Rockaway, is worth from \$300 to \$750 a front foot. The business section sur-

Smith, vice-president of the Lehigh Valley Railroad, has purchased from Edward J. McGuire of Brooklyn the by him several months ago on St. Mark's avenue between Kingston and Brooklyn avenues. The house is three stories All of them gave direct connection with railroad terminals. Long Island, on the south shore real read the many days was remote from the hand, had only one railroad terminal that connected by ferry with Manhattan, the Thirty-fourth street ferry, which for many years was remote from the business area of the metropolis. Hackwell a Island was until the adventing to be built across. Long Island from the State of the Company that the company that the state of the Company that th houses, which are similar to the one purchased by Mr. Smith, have been bought by Dr. Charles J. Lundgren, Thomas Rowland, Jr., of the Continental Iron Works, builders of the famous old monitor which defeated the Merrimac; William Ferguson, George M. May and Matthew S. Jonas. The houses are located in one of the most exclusive blocks in the St. Mark's section and were held by Mr. McGuire at \$18,500, a figure which represents, he said, about 25 per cent. of the value a similar house would have in New York.

Premium Point Park

The New York Central Realty Company has practically completed the improvement of its Premium Point Park property in New Rochelle. Theoroperty lies considerably above tide water, which gives some of the plots actual waterfrontage and an unsurpassed view of Long Island Sound and makes it one of the most desirable and valuable locations in Westchester county. The sewer, water and gas mains are fully installed and the company announces that the streets are to be fully macadamized as a soon as the weather and condition of the ground will permit. A boathouse has been erected and tennis courts are to be built for the use of property owners. The company is erecting on a plot 150 by 500 feet at a cost, not including the land value, of \$45,000 is rapidly nearing completion and sales have been made which insure the erection of several other houses in the early epring.

The New York Central Realty Company is practically completed the improvement of its property.

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(Known as 1313 Av. A).

Five story and basement brick Teamment with three stores, containing four apartments of trooms on each floor. Size of lot 27.8294.

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Four story and basement brownstone box stoop private Dwelling, containing 12 room baths and 4 tollets. Size 20x100.814.

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ABSOLUTE SALE, NO. 14 WEST 99TH STREET.

Five story and basement brick Tenement, containing two apartments of five rooms and bath and one apartment of four rooms and bath on each floor. Size of int 252103.11

Messrs. SALTER & STEINKAMP, Attys., 140 Nassau St., New York City. ROBERT B. BACH, Esq., Atty., 203 Montague St., Brooklyn, N. Y. EXECUTORS' SALE,

To Close the ESTATE of AUGUSTUS F. HOLLY, Dec'd.
NO. 446 WEST 163D STREET Siz story and basement brick new law Tenement, containing three apartments of five ome and bath and one apartment of four rooms and bath on each floor. Size of plot 37.82112.6.

MORTIMER S. BROWN, Esq., Atty., 76 William St., New York City.

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To Settle the ESTATE of JOSEPH G. HANSON, Dec'd. NO. 356 BLEECKER STREET Four story and basement brick Tenement with two stores, containing three apartment on each floor. Located in a good renting section. Size of lot 24.11275.10.

Messrs. KELLOGG & ROSE, Attys., 115 Broadway, New York City.

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Lafayette Sts. with two stores and two apartments of two rooms and two apartments of three rooms on each of the upper floors. Size of lot 25x100.

(Known as 63.65 Spring St.)

(Known as 63.65 Spring St.)

(No. 68 is a five story brick loft: Building with one store. No. 65 is five story brick and brownstone Tenement with stores. To be sold as one parcel. Size of plot 48.61 x78x irreg.

EXECUTORS' SALE. To Close the Estate of GEORGE RUCKERT, Dec'd.
N. E. COR. BOWERY AND CANAL ST.

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Mossrs. INGRAM, ROOT, MASSEY & CLARK,

JOSEPH D. BAKER, Esq., 258 Broadway, New York City.
Attorneys for Executors. Further Particulars from Above Attorneys or

JOSEPH P. DAY, 31 Nassau St., New York City

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avenues. The house is three stories high and measures 18.4x70. It contains twelve rooms and three baths and is finished throughout with hardwood. It is of the no basement type. The other TOTTENVILLE, S. I.

handsome suburban towns within the limits of New York city. We do not propose to weary you at this time with any exhaustive reasons

real estate agents have unbounded faith in the coming greatness of not only Tottenville proper, but also "Sea Breeze Heights." The best proof that it is the one and only ideal Residential Villa Site in the Greater City is to see the property for yourself. Combining as it does both the comforts and delights of the seashore, city and coul

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